

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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ESSING COPY 25X1

COUNTRY Poland

REPORT

SUBJECT 1. Main Aeronautical Research Institute
in Warsaw (*description of*)
2. Polish Aircraft Plants
3. Other Polish Industrial Installations
4. Okęcie Civilian Airport

DATE DISTR.

18 NOV 1957

NO. PAGES

1

REQUIREMENT
NO.

RD

REFERENCES

DATE OF
INFO.PLACE &
DATE ACQ.

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

A report containing information on the following

- (1) Main Aeronautical Research Institute in Warsaw
- (2) WSK Aircraft Plant in Warsaw
- (3) WSK Aircraft Plant in Mielec.
- (4) WSK Aircraft Plant in Psie Pole near Wroclaw (Breslau).
- (5) WSK Aircraft Plant in Rzeszow.
- (6) Electrical Equipment Plant, T-11, in Warsaw
- (7) Electric Transformer Plant at Zychlin.
- (8) Electrical Equipment Plant at Swidnica
- (9) Oswiecim Chemical Plant at Dwory near Oswiecim.
- (10) Huta Korzcusko (Korzcusko Foundry - sic) in Chorzow
- (11) Labedy Foundry in Labedy.
- (12) Okęcie Airport

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(April 1957)

Name

"Główny Instytut Lotnictwa" (GIL).

Location

On Aleja Kahowska, in Warsaw's 9th district, about one kilometer from
the airfield. [redacted] 25X1

General Remarks

Established between 1948 and 1949, subject institute began to operate at full capacity in 1951. In February 1957, having become a "deficit" organization, its elimination was planned. Only one section was going to survive and it was going to be attached to an unidentified aeronautical establishment. For the time being, however, this plan has been held in abeyance, and the institute currently is still operating at full capacity.

The institute is under Soviet control, [redacted] its 25X1
real [unofficial] director must be a Russian. (?)

Official Director

Engr. Staszek (fnu), Pole, pilot.

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Other Management Personnel

Engr. Domanski (fnu), Pole; and Engr. Jakubowski (fnu), Pole, in charge of mechanics.

Activity

Subject institute is engaged in the construction of the following training aircraft prototypes:

YAK-8

Based on the original Soviet YAK-23; with single radial, 6-cylinder engine; mid-fuselage wings; wing span, 9 to 10 meters; maximum speed, 250 kilometers per hour; cruising speed, 180 kilometers per hour; built at the Rzeszow Aeronautical Works.

U. YAK

Aircraft similar to the YAK-8, the only difference being that it is a two-seater.

YUNAK

Original Polish aircraft whose mass production is under way at the "Witownia Sprzetu Komunicacy" (WSK) in Warsaw (Okecje); it has a single radial engine. A design change is in progress, but Source has no data on this.

BIES

Original Polish aircraft of Polish make; single 8-cylinder radial engine; designer, Engr. Soltyk; mass production not yet begun.

SM-1

Helicopter based on Soviet original; two- and four-seater; single engine; single three-blade rotor.

IL-2

Original Polish helicopter; being designed at GIL, Warsaw; single engine; designer, Engr. Zurakowski.

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Manpower

About 1,600 technicians, specialists, and workers.

Description of Institute

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1. Gatekeeper's quarters: manned by the factory militia, some of whom must certainly be UB members.

2. Club, mess hall, and canteen.

3. Wind tunnel for testing prototypes; consists of an oval-shaped, reinforced-concrete tube resting on reinforced-concrete pedestals set at intervals of 4 or 5 meters; wall thickness, 50 centimeters; inner diameter, about 20 centimeters; length as far as elbow, about 80 meters; over-all length, about 100 meters; hermetically closed.

4. Administrative office: 4-story building, with sheet-metal and tar-paper roof.

5. Machine shop: hangar-type concrete building, containing about 50 lathes arranged in 4 rows, mostly of Polish make ("Fabjenizke" plant, Lodz) and Czechoslovak make ("Tossa" plant, Plzen); along the sides there are 6 rooms, used as tool and miscellaneous materials storerooms, executive offices, and a smithy.

6. Research shop.

7. Laboratory facilities, manned by technicians and engineers: housed in a one-story building.

8. 8 bis. Milling machine departments.

9. Premises where engines are tested; in each room there are metal supports, with concrete bases, for engines undergoing tests.

10. Warehouse for storing materials.

11. Lodgings for management personnel.

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12. Prototype assembly room.
13. Electric transformer station.
14. Railroad spur line.

Future Production

Subject institute appears also to be oriented towards the manufacture of aircraft for the Air Force. In fact, [] in March 1957 a disassembled MIG jet of Soviet manufacture was brought to the institute for examination. Until October 1956, the Soviets did not allow the manufacture of military aircraft at the institute.

II. Aircraft Plant in Warsaw

(April 1957)

Name

This plant conceals its true character under the cover name "Witwornia Sprzetu Komunikacyi" (Production of Communications Equipment). Its cover designation is "WSK-1."

Location

Subject plant is located on Aleja Krahowska, in the Okecje district of Warsaw, adjacent to the Main Aeronautical Institute (GIL).

General Remarks

Subject plant was a subsidiary of the Czechoslovak "Skoda" works until 1934. From that time until the last war, it became State Enterprise for the Aeronautical Industry. After being destroyed during the war, it was later almost entirely rebuilt and is currently operating at full capacity.

Production

The plant has stopped manufacturing YUNAK-8 trainers and has started mass production of a new type of aircraft []

The plant also manufactures aircraft piston-type engines.

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The plant's production is for domestic consumption and for export.

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[redacted] during the period 1955-1956, YUNAK-8 aircraft were shipped to [redacted] China [redacted]

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The plant's output comes to 3 or 4 aircraft and an unspecified number of aircraft engines per month.

Aircraft Tests

The aircraft produced by subject plant are tested at the Okecje airfield, which is located about 5 kilometers southwest of Warsaw.

Number of Workers and Work Shifts

About 2,500 workers working in shifts, as follows: machine shop workers, three 8-hour shifts; other departments, two shifts.

Electric Power Supply

There is at the plant an electric transformer station, equipped with two transformers which convert current to 380 volts.

Description of Plant

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1. Canteen and club.
2. Gatekeeper's quarters.
3. Motor pool, administration, firemen: housed in a one-story building subdivided into three parts, as follows:

- a. The part of the building on Aleja Krahowska is used as a motor pool. It contains an unspecified number of automobiles for plant executives [redacted] and Polish-made "Lublin" 5-ton trucks.

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- b. Administrative offices.
- c. Firefighting unit.
4. Machine shop, containing a grinders' section, a galvanizers' section, a tool and equipment storeroom, and technical offices; equipped with an unspecified number of lathes, milling cutters, grinding machines, drills, and "Wetacarka" precision machines of Czechoslovak, Polish, and German manufacture.

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5. Management and various offices: housed in a 2-story building.

6. Electric transformer station.

7. Duraluminum warehouse. [redacted]

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8. Assembly department.

9. Miscellaneous materials warehouse.

10. Coal-burning steam boilers.

11. Rail line: comes from the Aeronautical Research Institute and connects with the Warsaw-Radom railroad line.

III. Aircraft Plant at Mielec

(March 1957)

[redacted] subject 25X1

plant has started mass-producing MIG-17 jet fighters. No parts are imported from the USSR; all parts, including engines, are manufactured at subject plant.

In March 1957, the plant started mass-producing "SM-1" helicopters based on the original Soviet model. Production is oriented towards manufacture of a two-seater helicopter and a four-seater one.

IV. Aircraft Plant at Wroclaw

(July 1956)

Name

"WSK-4."

Location

Subject plant is located at Psie Pole, about 3 kilometers east of Wroclaw.

General Remarks

The plant is oriented particularly towards manufacture of aircraft radial and in-line engines.

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V. Aircraft Plant at Rzeszow

(July 1956)

[redacted] its name, 25X1

[redacted] is "WSK-2."

VI. Electrical Equipment Plant in Warsaw

(June 1950)

Name

"1 May - T-11."

Location

Subject plant is located on Aleja Wlochowska, in the Okecje district,
about 8 kilometers from the center of Warsaw. [redacted]

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General Remarks

Construction of subject plant began in 1948. It is estimated that
production began about 1950-1951.

Production

The plant produces the following items:

1. Ship's running lights.
2. Headlights for aircraft and motor vehicles.
3. Electrical equipment for motor vehicles.
4. Electrical equipment for mines.

The plant works only on orders and according to the requirements of
various state enterprises concerned.

Number of Workers

About 1,500.

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~~SECRET~~Description of Plant

The plant consists of a 3-story U-shaped building, laid out as follows:

- First floor: production departments.
- Second and third floors: executive and administrative offices.

VIII. Electric Transformer Plant at Zychlin

(1956)

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[redacted] the plant employs 4,000 workers.

VIII. Okecje Airport

(March 1957)

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Location

Located at Okecje, which is about 5 kilometers southwest of Warsaw, about one kilometer east of the highway leading to Radom, near the Aeronautical Research Institute. [redacted]

Category

Civilian airport.

Size

About 6 square kilometers.

Runways

There are two concrete runways, each 6-7 kilometers (?) long and 60 meters wide.

Aircraft Parking Areas

There is an aircraft concrete parking area in front of the hangars and another near the airport buildings.

Hangars

There are 7 hangars, including 2 used as workshops, in the area north-east of the airport.

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IX. Electrical Equipment Plant at Swidnica

(May 1951)

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Name"SWAP" (Swidnica Aparat Precsizne, Swidnica Precision Equipment). Location

Subject plant is located on the northwestern outskirts of Swidnica,
about one kilometer from its center, on the road leading to Jawor.

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General Remarks

Subject plant is a former German workshop, which was expanded after the war through the addition of new buildings adjacent to the main 5-story building. it concerns itself with production of equipment for military use, but is unable to specify the output.

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Known Production

Electric meters; ammeters; gauges.

Number of Workers

About 400 are engaged in the production of the items listed above.

X. Chemical Plant at Oswiecim

(February 1956)

Location

Subject plant is located at Dwory, near Oswiecim.

General Remarks

This is an old plant, expanded through the addition of new buildings built in 1955-1956.

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Production

subject plant now concerns itself not only with fertilizer production, but also with the production (still in the experimental phase) of synthetic petroleum and sulphuric acid.

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Number of Workers

About 2,000.

XI. Foundry and Blast Furnaces in Chorzow

(September 1953)

Name

"Huta Korzcusko."

Location

Subject installations are located in Chorzow.

General Remarks

Subject installations were recently expanded through the addition of new industrial installations, including one for the production of coke and its by-products.

Known Production

Iron; cast iron; crude steel; rolled steel; carbon coke. The iron output is 400 tons per day.

Number of Workers

About 4,000.

XII. Laby Iron and Steel Plant

(September 1955)

Name

"Huta Stalin" (formerly "Hermann Goering").

Location

Subject plant is located south of Laby, on the road leading to Gliwice.

General Remarks

Since 1951, following the repairing of buildings, which had been damaged during the last war, the plant has been operating at full capacity. Departments whose machinery was taken away by the Soviets during the war. The department concerned with war production is operating at full capacity.

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Production

The plant produces the following items:

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1. T-34 tanks.
2. Steel bridge parts.
3. Steel beams.

T-34 tanks are currently being manufactured in their entirety in Poland and that no tank parts are now imported from the USSR.

Number of Workers

About 2,000.

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